

## SEE-SAWING 200 FEET HIGH.

A Children's Game Centuries Old Assumes Proportions That Are Gigantic.

## ITS FIRST TRIAL IN TENNESSEE.

This Grown Up Child's Play is for Young and Old—Two Cars Attached, Each of Which Will Contain Fifty Passengers.

NASHVILLE, TENN., May 1.—Work is being pushed as rapidly as men and time will permit upon the greatest see-saw of which any one ever heard. It is a mighty enlarged affair that is exactly similar in principle to the sport almost every child has enjoyed which is known as "teetering." It is the nineteenth century evolution of the pine board and the rail fence to the mighty steel columns that support two huge cars each of which will accommodate fifty persons.

The see-saw, as the accompanying illustrations show, is composed of a central tower and a bull steel beam. This steel tower is thirty feet square at the base and seventy-five feet high to the upper pin. On this pin the beam which is of steel swings vertically. It is rectangular in section, is thoroughly braced and 250 feet long. It is swung on its axis by means of two steel segments, which are affairs resembling huge croquet wickets the ends of which fasten into the beam and the rounded center sits over a portion of the tower which is prepared to receive such action. Technically speaking, pinions driven by the operating machine engage the two segments.

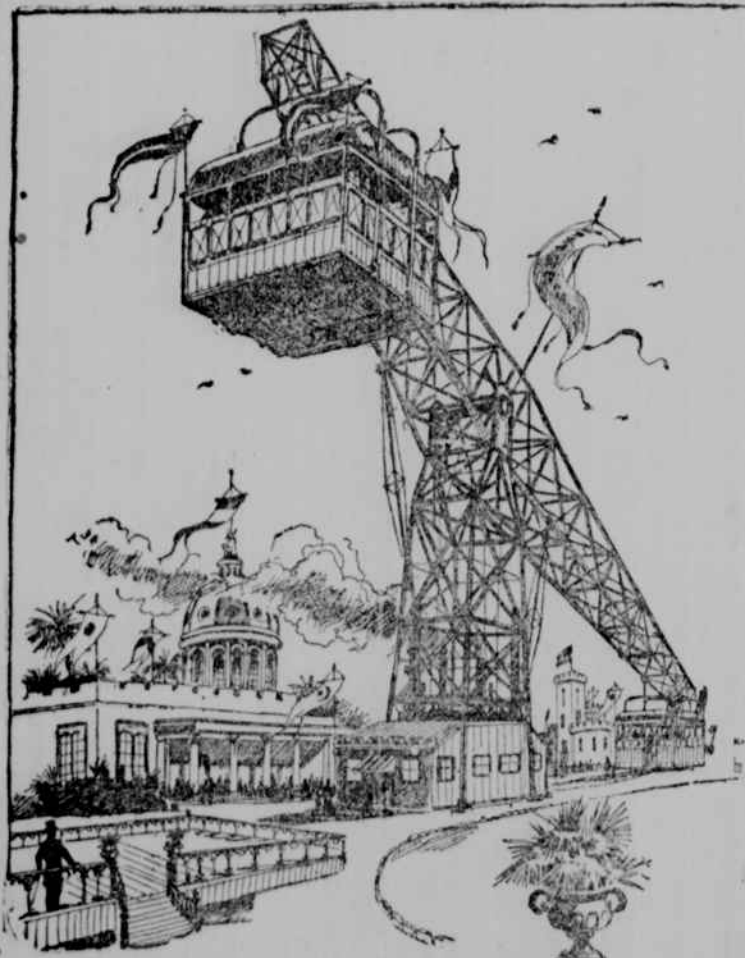
To the ends of the big steel beam cars are suspended—the car at each end. Each car is capable of holding fifty persons and can be lifted alternately to a point 24 feet above the ground. This is the maximum height. The length of the steel beam is also 250 feet. The cars are similar to those attached to the Ferris Wheel in Chicago. As the illustration given herewith shows when one car is at its maximum height, the other rests upon the earth. The beams will move very slowly, the time necessary for the ascent and descent from the ground to the maximum height and vice versa being about five minutes.

So slowly will the beam move that the sense of motion to then occupants of the cars will be almost entirely lost. This is so arranged in order that very many persons whom a journey into the air of this sort would be apt to annoy with nausea, may be free from any such internal disturbance. The view to be obtained from these cars will be of extraordinary beauty. The scene of the battlefield of Nashville is visible to the passengers as is the "Hermitage," the former home of Andrew Jackson, Belle Meade, the famous stock farm of Tennessee, and many other points of interest.

The machinery that will move the huge see-saw is located at the bottom of the steel tower and enclosed in a small house. It is very simple, for while the tower and the huge truss beam are monsters of their sort, so delicate will be the adjustment that the task of the machinery in moving them will be comparatively easy. Every one who has ever teetered, and that means almost all the persons who will read this article, understands how necessary it was that the board used should be nicely balanced upon the fulcrum, or upon whatever object was its central point of support. This is the idea which has been observed in the construction of the giant see-saw.

It seems wonderful when one thinks of it that so great an affair as this could be so adjusted with such mechanical nicety. Yet Mr. C. H. Devallos, of Nashville, whose idea it is, says that were it not for that same delicate adjustment, the see-saw would be an utter failure. The question naturally arises, is it possible for the steel beam to slip and thus destroy this balance and get beyond the control of the machinery. The inventor says, however, that owing to the tremendous strength of the structure, especially at the points where any strain may possibly develop, that an accident of the sort suggested is absolutely impossible.

At the time of the World's Columbian Exposition in Chicago, or rather some months previous thereto, an idea something like that which has resulted in the construction of the see-saw, was broached. The builders and mechanical experts who were asked to pass upon the idea laughed at it, and said that even in this era of wonderful creations, the successful carrying out of such a project was entirely out of the question. It simply could not be done. Mr. Devallos, has, however, shown that the seeming impossible is clearly practicable, and his see-saw promises to be one of the greatest if not the greatest attraction at the Tennessee Centennial.



THE GIANT SEE-SAW BUILT TO EQUAL THE FAIR OF THE FIBER WHEEL AND RIFLE TOWER. THE SENSATION OF FLYING INTO THE SKY AND SWEEPING EARTHWARD IS STARTLING.

The contractors promise to have the see-saw finished early in May, for the exposition opens May 1, and continues until the first of November. From present indications their task will surely be completed and it is likely by the time this reaches the public the first trial will have taken place. There is no reason to doubt that the see-saw will be an entire success. Models which are exact duplicates in detail of the towering structure have been made and have been tried with the purpose of meeting in advance any difficulties, which would be likely to assail the combination that stands on Vanity Fair in the exposition grounds.

The only seeming impediment to the entire success and great popularity of the see-saw seems to be that on the face of it, it is what the Tennessee mountaineer calls "scary." When one stands on the ground and looks up at the top of the

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### JOHANNA, Only Gorilla in Captivity.

### ACTUALLY 24 ELEPHANTS

PERFORMING IN THREE RINGS AT ONE TIME.

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### WILL EXHIBIT IN

Baltimore, Md.	May 3 and 4	Atlanta, Ga.	May 17
Washington, D. C.	May 5 and 6	Macon, Ga.	May 18
Norfolk, Va.	May 7	Columbus, Ga.	May 19
Richmond, Va.	May 8	Montgomery, Ala.	May 20
Lynchburg, Va.	May 10	Selma, Ala.	May 21
Greensboro, N. C.	May 11	Birmingham, Ala.	May 22
Charlotte, N. C.	May 12	Memphis, Tenn.	May 23
Greenville, S. C.	May 13	Paducah, Ky.	May 24
Anderson, S. C.	May 14	Hopkinsville, Ky.	May 25
Augusta, Ga.	May 15	Nashville, Tenn.	May 27

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2.....Radica and Doodica, the Famous Orissa Twins.....	2
1.....Great Peter the Small, Weighing Only 6 1/2 Pounds.....	1
1.....Giantess Gorilla, Only One in Captivity.....	1
2.....Menageries of Wild and Trained Beasts.....	2
24.....Of the Biggest Performing Elephants.....	24
2.....Droves of Asiatic Camels and Dromedaries.....	2
70.....Trained Horses Performing at Once in One Ring.....	70
2.....Droves of Tiny Shetland Ponies.....	2
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1,000.....Performers, Artists, Specialists and People.....	1,000
2,000.....Tons of Pure, Moral Amusement.....	2,000

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Reserved seats at regular price and admission tickets at usual advance at Walter D. Moses & Co.'s Music Store, No. 1005 East Main Street.

### HORSES AND HORSEMEN.

#### THE SPRING RACE MEETING OF THE DEEP RUN HUNT CLUB.

The Attendance Large and Some Interesting Contests Furnished—Mr. Bennett's Trotters—Sale of Fealty.

The third annual spring race-meeting of the Deep Run Hunt Club, which came off at Chantilly, near the Exposition grounds, on Saturday afternoon, April 24th, was like those of previous years—a great success.

The personnel of the club, which is strong; cloudless skies, balmy spring weather, the opportunity of witnessing genuine contests and numerous minor attractions all served to bring out an attendance numbering thousands. On the hillside, drawn up here and there, were tall-hoed, four-hand turn-outs, tandems, elegant coach teams, and lighter vehicles of all descriptions, while numerous equestrians and bicyclists helped to swell the throng.

In the judges' stand were Messrs. Frank W. Christian, Mr. M. Allen Potts and Mr. H. White, while Mr. Allen Potts did the timing, and Mr. S. H. Handcock served as starter.

The patrol judges were Messrs. Andrew H. Christian, J. Everett Wadley, and Maj. Otway S. Allen.

The first event on the score-card—a steeplechase for the Deep Run Hunt Club Challenge Cup, open only to horses owned and ridden by members of the club, the horses to carry 150 pounds over a course of about three miles—brought out four starters.

The bay gelding, Upstart, with his owner, W. C. Schmidt, up, won; S. H. Handcock's bay mare, Cinderella, with W. M. Leathley up, second, and Dr. J. A. White's chestnut gelding, Gamecock, with C. A. Allen up, third, while Graham H. Hobson, on the bay gelding, Monticello, finished last.

The chief interest of the day was centered in the "Commonwealth Stakes," Steeplechase, open to all horses, gentlemen riders, to carry 150 pounds over a course of about three miles, the first horse to receive \$50, the second \$30, and the third \$25.

There were nine starters and the bay gelding, Flier, with his owner, John H. Chaffin, up, led all the way, and, as usual, displayed unfitness and staying capacity, but unfortunately Mr. Chaffin went over the fence, and, being one of the flags and was disqualified by the judges, who placed St. Victor, with H. C. Beattie, owner, up, first; Brock, with C. H. Hurkamp, owner, up, second, and A. D. Payne's Garland third.

The third race, for farmers' horses, over the flat, distance half mile, members of hunt clubs and professional riders excluded, had ten starters and furnished lots of merriment. E. B. Scott's Daisy won; C. W. Childers' Floy, second, and T. R. Darroccott's Ellen T. third.

Time 2:22 1/2.

There were only four starters in the fourth race, a steeplechase for weight-carrying hunters, over a course of three miles, horses to carry 150 pounds, to be owned and ridden by members of the club. The winner turned up in Dr. Chas. L. Siegel's roan gelding, Omaha, with W. M. Leathley up; E. H. Savage's bay mare, Amelia Belle, with C. A. Allen up, second, and A. H. Thierman's brown gelding, Pickett, with G. B. Hobson up, third. A. C. Elinson's bay gelding, Burlap, was unplaced. Time 3:21 1/2.

The fifth and concluding event on the programme, a steeplechase, open to all horses, gentlemen riders, weight 150 pounds, over a course of about three miles brought out seven starters, and resulted in a victory for H. C. Beattie's chestnut gelding, St. Victor, by St. Blaise, his second winning race of the day, and C. H. Hurkamp's bay gelding, The Earl, second.

The unplaced were Monticello, Carrie D. Tate, C. Gloriana, and Capt. Garland. The latter fell with his rider, Mr. Martin L. Crumrine, of the University of Virginia, at the first hurdle and injured the gentleman quite seriously.

Mr. S. H. Handcock, who has served as M. F. H. of the Deep Run Hunt Club since its organization, in 1895, has resigned, and will return to England on the 25th instant. Much of the success of the club has been due to his efforts, as from a very small beginning the membership now reaches up in the hundreds.

During a residence of twenty years in Virginia, more than half of which he has resided at Chantilly, Mr. Handcock has made a host of friends who will wish him bon voyage.

Mr. Harry C. Beattie, the new M. F. H. of the Deep Run Hunt Club, is well known and deservedly popular, and his election as the successor of Mr. Handcock meets with general approval.

Mr. Beattie is an all-round sportsman, a gentleman, a jockey, and a cross-country rider of ability, and a breeder of thoroughbreds. The Deep Run Hunt Club could scarcely have made a happier selection of the giving greater satisfaction to those who ride to hounds in this section.

Quite a crowd gathered at Chantilly, on the Broad street road, above the Exposition grounds, on Tuesday afternoon last, to witness the dispersed sale by public auction, of the household effects, harness, saddles, vehicles and horses owned by Mr. S. H. Handcock, who will sail for England at an early date.

The two well-known and capital hunters, Free Trade and Roodie, did not elicit bids of sufficient size to induce Mr. Handcock to part with them, and they were retained, and will likely be taken to England, but several other horses were sold, among them the bay mare and broodmare, purchased by Mr. Edward Craven, of Greenwood, Va.

The saddles, bridles, and harness sold well, and the bidding was rather pleasant. The bay mare, and Edward Craven, of Greenwood, Va., have lost, by death, due to foaling dead twin foals, by Imp Grandmaster, a chestnut filly and brown colt, one of which was sold to Mr. Handcock, the thoroughbred daughter of Baden Baden and Nellie Hanson, by Jack MacLaren.

Thelma survived the birth of her foals two days, and was then put to death on April 20th, to end her suffering.

Mr. Thomas N. Carter's thoroughbred bay mare, Modest, a chestnut, four years old, by Sir Modred, dam Fealty, foaled on March 21st, a chestnut colt by Kieve son of Eolus.

The bay mare Clipper, foaled 1884, thoroughbred daughter of Startle and Alice Milton, by Abd El Kader, was bred in 1886 and is in foal to this son of Imp Modest, by Vandalite. She was bred by the late Col. J. L. Carrington, of this city, and is owned by Mr. Everett Wadley, who has used her for years past for road and pleasure purposes. Clipper is so tractable in harness that she can be driven with safety by ladies and children.

Major B. E. Selden, of this city, is driving a road horse, the seven-year-old bay mare Albino, by Prosper, dam Stella, by Powhattan, son of Abd El Kader.

Stella is thoroughly tractable and very bay horse, showing fine trotting action for a thoroughbred.

Major Selden bred her in 1884 to Bohemian and the following year she foaled a brown colt. The latter is highly formed, and is a handsome horse. He is called The Jefferson and is registered by the Jockey Club of New York.

Mr. J. Carter has sold to H. W. Tucker, Blackstone, Va., the chestnut mare Fairness, by Imp Buckden, dam Hattie Fairness, by Daniel Boone, bred to Tazewell Wilkes, by the seven-year-old bay mare, Albino, by Prosper, dam Stella, by Powhattan, son of Abd El Kader.

Stella is thoroughly tractable and very bay horse, showing fine trotting action for a thoroughbred.

Hira, by Lexington. He is eighteen years old and vigorous. His opportunities in the stud have been exceedingly limited, but he got the good mare May Bird and other winners in Straightout, May Bird, Arda and Salas.

Dr. Staton has eight or ten well-bred mares at Shiloh farm, all bred to Ben Hinyar. Among them is Mayflower, the dam of May Bird. She is by Red Dick, son of Lexington, dam May Day, by Tar River, second dam the famous Fashion, by Imp. Trades.

Mr. Geo. D. Bennett, of Goldsboro, who is one of the best known horsemen in North Carolina, has a string of well-bred trotters in the hands of William C. Berryman, who does his training and driving.

Mr. Bennett purchased and developed Lona Guller, 2:39 3/4; Prince Albert, 2:21 1/4; Great Stakes, 2:29 3/4, and other fast horses.

Probably the handsomest and fastest member of Mr. Bennett's stable is the brown stallion Rapid, by Hunter Russell, 2:12 1/4, dam Rajah, dam of Lockheart, 2:38 1/4; by Dictator, though the two Trevilian mares, Tanagerine and Fredeline, are very choice and will make good trotters.

Other members of the stable are Lockheart, bay horse by Norval, dam Dearest, by Madrid; Semanous, bay horse, by Norval, dam Millie, by Onward, second dam a sister to Lona's dam, second dam Lady Lander, by Arctosteele, third dam Rosa, dam of David B. 2:39 1/2; Fredeline, brown filly, 3 by Trevilian, dam Dumas, by Onward, third dam Tagliani, by Abdallah, 3; and Rivel, bay mare by Indian Hill, dam Fallacy, by George Wilkes.

The latter is owned by W. H. White, of Lexington, N. C. She started four times during the New Bern and Washington, N. C., meetings, held the last week of March, and won three first monies and one second.

Clipman developed her speed and looks for her to win money in good company on this season.

P. L. Emry, of Veldton, N. C., is driving to pole with the brown mare Clara, by C. F. Clay, the black mare Pearl, by Lexington, 2:24 1/4, dam Katharine (dam of Preston, 2:21 3/4) by Shelby Chief.

Fealty is a recent purchase of Maj. Emry's, through W. J. Carter, of this city, from Maj. P. P. Johnston, of Kentucky.

Joseph Lassiter is conducting his semi-weekly sales of road, trotting, and general purpose horses, at the Richmond Hotel, and his sales give satisfaction alike to buyers and consignors.

He is well known and his reputation for fair dealing, established and maintained for a number of years here, draws him patronage from various sections.

On Tuesday Mr. Lassiter will offer consignments of all classes of horses from some of the best known shippers in the West. Among the offerings will be found horses suitable for the road, track, and business use.

James Fletcher, one of the best-known of the local trainers and drivers of trotting horses here, has removed to Rocky Mount, N. C., and leased the fair-grounds track at that place, where he will train a public stable of trotters and pacers.

Mr. Fletcher is a conservative, careful handler and should do well in his new home.

The bay limit, by Vacher, dam Versey, by Haw Patch, has a bay colt by the imported Hackney Daneford, and has been bred here. She is a first sister to the fast road horse Watuson, that trotted to a record of 2:13 last season at twelve years old, and showed his ability to beat 2:10 limit is owned by Thomas Atkinson, of this city, who formerly drove her on the road.

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Good Cook Stoves (4 holes, No. 6) for.....	\$5.00	Good Baby Carriages (Heywood).....	\$5.00

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